

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

CUYAHOGA 035

DATE May 16, 1980

SUBJECT Foundry Core Sand Dump Sites at Abrams Creek, Ohio

FROM John Wilson *JW*
THRU: A. R. Winkhofer, Director, EDO *AW*

TO Dale Bryson, 5E

The writer, accompanied by Joel Balmat from the Enforcement Division, inspected five dump sites along Abrams Creek on May 1, 1980 which were filled primarily with Ford foundry core sand. The purpose of the inspections was to evaluate the present status of these sites.

The two sites off Grayton Road along Abrams Creek, southwest of the Cleveland Hopkins Airport, still appeared the same as when they were inspected by the writer on October 25, 1978. The airport has not done anything to alleviate problems caused by the foundry sand. A letter dated January 24, 1979, was sent by Ronald L. Mustard, Director of the Office of Federal Activities, to Mr. William Bogas, Commissioner of the Cleveland Hopkins Airport, which listed suggestions to alleviate the problems on Abrams Creek caused by the foundry sand. Refer to Mustard's letter of January 24, which is attached.

The next landfill which was inspected is situated south of the former Cleveland Tank Plant which is now managed by the Park Corporation. The landfill is owned by the City of Brook Park. Erosion of the foundry sand into Abrams Creek is much more severe at this site. Oil soaked wood blocks from the tank plant have been dumped into a low area alongside the landfill which drains into Abrams Creek during rainfall. This dumping has occurred since the writers last visit to the site on October 25, 1978. Several areas of the landfill along the creek were leaching out oil into the creek causing an oil sheen in the creek. At the western end of the landfill more oil soaked blocks were piled which could be another source of oil leaching into the creek. Several empty drums were scattered about at the base of the west end of the landfill. In this area several pools of reddish looking liquid were observed.

The last two sites owned by the Naiman Company and Caravan Packaging Inc., on Eastland Road, Brook Park, Ohio which were inspected are no longer a problem because they have been covered over with clean fill. Buildings have been erected on these two sites. No evidence of erosion was seen at these sites.

Pictures were taken by Joel Balmat and can be obtained from him when available.

Attachments

cc: Joel Balmat, 5EWPE





UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY
REGION V
230 SOUTH DEARBORN ST
CHICAGO, ILLINOIS 60604

JAN 24 1979

Mr. William Bogas, Commissioner
Cleveland Hopkins International Airport
Cleveland, Ohio 44135

Dear Commissioner Bogas:

This letter is in response to a telephone conversation you had on August 30, 1978, with Robert Kay, of my staff, concerning the placement of foundry sand in Abrams Creek, southwest of the Cleveland Hopkins Airport. You indicated that the airport would do whatever it could to correct the situation, and asked Mr. Kay for recommendations.

My staff has reviewed the laboratory data concerning the toxic nature of the foundry sand, and we have analyzed the potential impact on water quality and environmental resources, if the foundry sand is allowed to remain in place in its present condition. Based on this analysis, we have concluded that the sand is causing a degradation of water quality in Abrams Creek, due to leaching of toxic substances; and increased sediment load, due to sloughing and erosion. It is also suspected of contributing to flooding problems in Abrams Creek, upstream of the disposal site. To alleviate these situations, we offer the following suggestions:

Remove all material to a sufficient distance from the edge of the stream as necessary to alleviate flooding conditions upstream. The U.S. Army Corps of Engineers, Buffalo District, can provide assistance in determining the amount of material to be removed. In any case, no material should be allowed to remain closer than 20 feet from the edge of the stream. This will reduce the possibility of stream pollution through leaching of toxic substances from the sand.

Dispose of the removed material in a suitable upland location in such a manner so as to prevent its return to any waterway or wetland through runoff or leaching.

Grade the remaining material to a slope that will prevent sloughing, slumping, or shifting of the material.

Construct a berm at the toe of the slope that is of proper strength and composition to prevent lateral displacement or material flow.

Cover the sand with topsoil of sufficient depth to insure adequate rooting of soil-holding vegetation, and seed with appropriate vegetation.

Inspect and maintain the berm and vegetative cover and repair, as necessary, to prevent erosion and leaching of pollutants.

Cooperate with the Environmental Protection Agency and other agencies in examining the feasibility of establishing a water quality monitoring program for Abrams Creek.

If the above suggestions are acceptable to you, I believe the most feasible course of action would be for your office to submit to EPA a restoration plan, including details of quantity of sand to be removed, berm design, materials, final slope of the remaining sand, and other information relating to our suggestions. We will review the plan and offer additional comments, if necessary, before its implementation.

I greatly appreciate your desire to cooperate in this matter concerning our environmental resources. If you have any questions or comments, please contact Mr. Thomas Glatzel, of my staff, at 312/353-2307.

Sincerely yours,

Ronald L. Mustard, Director
Office of Federal Activities

cc: Mary Eddani, Regional Counsel
Ray Jacobs, Enforcement Branch
John Wilson, Eastern District Office
Buffalo COE
U.S. FWS, Columbus, Ohio
James Popp, FIA
Glatzel:lj:l-12-79

SAMPLES TAKEN 8/23/78:
EZ 03 501 - NAIMAN CO.
502 - BROOKPARK LANE
503 - BROOKPARK LANE

